Isle & Windsor Ferry Co 67

VOL. IX NO. 13. CLEVELAND, O., MARCH 31, 1887. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS.

## AROUND THE LAKES.

CLEVELAND.

Captain Alex McDougall was in the city last Friday.

Captain John Wickham, owner of the steamer St. Paul, was in the city last Saturday.

R. Willard, the veteran ship painter, is painting and graining the new steamer Cambria.

Ore freights continue strong at $1.45 from Escanaba, $1.65 from Marquette, and $2.00 from Ashland to Ohio ports.

The propeller P. P. Ranney is in the Cleveland Drydock Co.'s dock for a new weeel. Mr. Presley is putting up a new derrick.

Mr. W. C. Russell, of the firm of Felthousen & Russell, signal lamp manufacturers, Buffalo, was in the city last week. May his shadow never grow less.

J. N. Viot, of Toledo, agent of the Columbus & Hocking coal and iron company, was in the city yesterday looking up the chances for chartering coal vessels.

Captain Geo. P. McKay, who has worked like a Trojan to have the new steering rule suspended, is now as happy as a clam. He deserves much credit for the result.

The schooner Shawnee has about completed her repairs, consisting of new end frames, new ceiling, rail, all new masts, and calked all over. She is now in fine condition.

Mead & Thomson have applied for a patent for heating cars with hot water by an injector. This is the most simple plan we have yet heard of and will entail the least expense.

Captain Ben Chambers has sold his place in Oswego anfl moved his family to Cleveland. Captain Chambers, will sail the schooner Maria Martin, for Duffy & Rourke this season.

The Cleveland Shipbuilding Co. have completed and shipped the cylinders of the steamer Ohio, which they have compounded, to Chicago, and Engineers Chase and Webber have gone to fit them up.

The Forest City Packing Co. report lake trade good. Their engine and pump packing is becoming more popular every year. The lake engineers say it is very fine packing. See their unique advertisement on eighth page.

Some one has said that lake sailors should always carry a little railroad or telegraph stock about with them, so that, in case they fetch up on a bar in making some of our harbors they can squeze the stock and raise the water sufficiently to float them.

Geo. Saal's Son and John Thomson have got Moore & Bartow's No. 1 fitted out in their line of work and have commenced on No. 2. Mr. Thomson is putting the rail on the new steamer Cambria, and one on Berriman's new steamer. A Mead & Thomson purifier has been put on the Spokane.

It was said that the steamer Wm. Edwards, would run alone this season but Mr. Fries, has decided that the big tow will again be one of the features and will consist of the steamer, 55,000 bushels, the Golden Age 95,000 bushels the Foster 70,000 bushels and the Paige 55,000 bushels, making a total capacity of 275,000 bushels. The officers have gone to fit out the fleet.

The transactions since last report are: Schooner Joseph Paige, R. P. Fitzgerald, of Milwaukee, to Thomas Axworthy, for $26,000. Schooner H. S. Hubbell, 1-10th, T. M. Hopkins, of Bay City, to John Schook, of Sandusky, for $2,400. Schooner Erastus Corning, 1-12th, J. C. Gilchrist to R. Arnold, for $2,000. Scow J. U. Porter, Julian Porter to Caroline Becker for $2,500. Schooner Helvetia, 1/8th, J. H. Palmer to T. L. Johnson for $4,000. Schooner Theodore Vosges, John Watson, of Cleveland, to S. J. Butman, et al, of Elyria, for $4,800.

During the last three or four days several early birds have been fast in the field ice, off this port, and on Wednesday the steamer City of Cleveland, which left for Detroit about 5 o'clock, after working about half way through, the ice field stuck, and all effort to release herself proved unavailing until 12 o'clock when a slight shift of the wind assisted her and she reached clear water. She arrived at Detroit about 7 p. m. Last week the tug S. S. Stone towed the schooner H. P. Baldwin to the Islands, and passed on to Detroit, where she took the schooner Col. Cook in tow for this port, picking up the Baldwin on the way down, but becoming parted the Baldwin stood off for this port, the tug and Col. Cook making Lorain. The schooner Venus, with a cargo of coal for Detroit, cleared Sunday, but after reaching Avon Point, she was compelled to come to anchor, but becoming heavily iced up and in danger of being cut through, she slipped anchors, drifted down the lake and became fast in ice off this port. The tug American Eagle, Captain Dahlke, went out, but did not get her. The barge Good Hit, with a cargo of limestone, is also fast, and at 7 o'clock last night she was airing a distress signal. Several tugs from Smith's office went out to the ice-bound vessels, but did not release them. A shift of the wind to-day has opened up the floe, and will let all into port.

DETROIT.

*Special to the Marine Record.*

The J. P. Donaldson company, ship chandlers, are busy with several vessel outfits; they have a large stock of shipchandlery goods of all kinds, of the best quality, at reasonable prices, and will be pleased to have their old marine friends pay them a visit.

J. C. Goss, sail, awning and tent maker, is keeping a large number of hands hard at work, getting his many orders filled. His business is booming.

Captain Barney Wild's fine new steamship, the Lansing, is being fitted out at this port. The Lansing was built last year by John Craig at Trenton, and launched on December 11. She is valued at $140,000, and rates A1*. Her length is 265 feet over all, 250 feet keel, and 41 feet beam. Her depth of hold is 21 feet, 6 inches. Her lower hold is 11 feet, and between decks 9 feet, 6 inches. The engine is a fore-and-aft compound with cylinders 27 and 46 inches in diameter and 40 inches stroke. The boiler is of three-quarter inch steel and is 10 feet 6 inches long. The boiler is inclosed in a three-eighth inch iron boiler house, in fact there is not a bit of wood in the boiler room. The coal bunkers range on either side of the boiler and are capable of holding 150 tons of coal. In the pilot house the steamer is provided with a steam steerer which works so easily that a child might operate it. She also has the regular steering apparatus to be used in case the steam gear breaks. The steamer has four spars. She is provided with seven hatchways and when heavily loaded will show eight feet of side above water.

The steamer Alaska and Pearl, will form a day line between Detroit and Cleveland, during the summer months, the Pearl will leave Cleveland and the Alaska, Detroit, every morning, connecting with each other at Put-in-Bay. Captain A. J. Fox will command the Alaska, Captain John Edwards, the Pearl. Ashley & Mitchell, will be agents as heretofore.

S. B. Grummond's, Mackinaw line appointments: Steamer Atlantic, Captain J. R. Jones; first engineer, Geo. L. Simmons; clerk, Joseph King; steward, Thos. Ingles. Steamer Flora, Captain Wm. E. Comer; first engineer, Wm. Campbell; clerk, John Porteus; steward, Wm. Thorp. No appointments have yet been made for the steamer Ward.

S. B. Grummond's, wrecking and towing line: Tug Leviathan, Captain Mart Swain; engineer, John D. Cooper. Tug Swain, Captain Ed. Tormey; engineer, Joseph Daley. Tug Champion, Captain Hiram Haines; engineer, Geo. Kelly. Tug Oswego, Captain John Randall; engineer, John Cowley. The appointments to the tugs Winslow and W. A. Moore and are yet to be made.

Teuton, Williams & Company's, vessel supply store, 183 Woodbridge street, will be found well stocked with provisions of all kinds, ready to supply all the vessel men who will give them a call.

The Eagle Iron Works, are fitting out a hoisting rig, composed of 6 by 6 duplex engines, with 10 inch pumps attached to gipsie spools, to be used in case of leaking, to be placed on Parker & Millens, wrecking schooners. One of above has been placed on board Captain Barney Wild's, new steamship Lansing, and one will be placed on board Smith & Alger's, new steamship, building at Trenton. They are pronounced the best hoisting rigs in use on the lakes.

The Pemberthy, improved automatic injector or boiler feeder, manufactured by the Pemberthy Injector Company, corner 7th and Albert streets, Detroit, Mich., has no equal for steamboats and tugs. It works equally well in rough and smooth water. No matter how much air gets into suction pipe the injector will expel it and continue working. It is easily operated there being only an ordinary globe valve on steam pipe to start injection, and another on water pipe to regulate the water supply. Where they are in use great praise is accorded them.

The steamers Atlantic and Flora of Grummond's Mackinaw line have been thoroughly overhauled and repaired. The boilers and engines of the two steamers have been looked after and put in first class condition. The steamers have also been painted throughout. Last season the steamers of the line were most successful and did not meet with an accident during the whole season. Atlantic was the first boat of the season up the lakes and she was also the last passenger boat to arrive here from the Straits at the close of navigation. Captain J. A. Jones will, as usual, command the Atlantic this season, and she will run from Cleveland and Mackinac and way ports. His officers are Joseph King, clerk; Thos. Inglis, steward; George L. Simmons, first engineer; Thos. Machellan, first mate.

Captain John Ingraham, who was shipmates with some of the old mariners, died suddenly in Detroit, about three weeks ago. He retired from the lakes some years ago and became proprietor of the St. Lawrence hotel in Detroit. He leaves a wife and two children. His last vessel was the schooner Fame.

Bloom & Co., sail makers and riggers, 9, 11 and 13, Woodward avenue, are full of work, making new sails, rigging outfits, and altering five sets of sails and rigging for barges now being reinstated into schooners. They are making a number of sails for the Tonawanda barge line.

Samuel F. Hodge & Co., marine engine and propeller wheel manufacturers, are very busy, pushing forward the large amount of work they contracted to have ready at an early date.

T. W. Noble, sail maker, 17 Woodward avenue, is busy making and repairing a number of vessel sails. He is also making sails and outfits for several yachts.

J. W. Thompson, Jr., of Port Huron, agent for the Western, Union, Anchor and Lake Superior Transit Cos., was in Detroit on last week He says that the ice at the mouth of Lake Huron is much thicker than it has been for many years.

While Patrick Corniff, mate of the propeller Argonaut, was working on a scaffold on the starboard side of the vessel, in Springwell's dock Tuesday morning, it gave way, and he was precipitated to the bottom of the dock. He fell on his back and was seriously injured. He was taken to his home in an ambulance, and is progressing favorably.

The steamer Donaldson and the schooner Brightie, B1, have been bought for $55,000 by Ben Birdsall and Charles Bradley, of Bay City. A. Chesebrough, of Detroit, has bought the schooner Marengo for $26,000. The Marengo is now lying at Port Huron. She carries about 1,150 tons of ore. Mr. Chesebrough has sold the propeller Pacific to Cook & Wilson, of Michigan City for $23,000. The Pacific is 604 tons burden, and was built in 1864.

The tug International was sold at Windsor the other day by auction to Mr. John Charlton, of Norfolk, for $9,350. She is said to be worth, with her pumps, at least $18,000.

At Springwell's a steamship is building for Messrs. Egan, Fitzgerald and others, Chicago, 252 feet long, 38½ feet beam, 22 feet depth of hold. WILLIAMS.

CHICAGO.

The Lake Michigan and Lake Superior Transportation Company will have its new dock and warehouse finished in short order now. The force of workmen have been increased, and the work is being rapidly pushed to completion. The warehouse will face the dock at the foot of Washington street and will be six stories high. A portion of the main floor will be devoted to the executive offices of the company. The ground has been leased for ninty-nine years.

The tow barge Virginius has been purchased by Chicage parties.

The V. O. T. Company's tugs Black Ball No. 2 and Van Schaick are being overhauled. The latter's boilers are being replaced by new ones.

Fred Herhold sold a third interest in the schooner C. A. King, 300 tons, to C. B. Chatterson for $1,333.30 The schooner Ellen Stevenson, 41 tons, was sold by George Jepson to W. B. Chapin, of Chicago, for $1,650.

The annual election of officers for the Chicago board of marine underwriters occurred last week. The following officers were elected: Captain W. M. Egan, president; Calvin Cone, vice president; Henry C. Ranney, secretary and treasurer; J. B. Kellogg, Hugh McMillan, C. W. Elphicke, executive committee. The following grain rates were decided upon: To ports on Lake Michigan, 40 cents per 100; ports on Lake Superior, 75 cents; on Huron, Sarnia and Detroit River, 60 cents; on Georgian Bay, 75 cents; Lake Erie, 75 cents; Ontario, 90 cents; Ogdensburg, $1, and Montreal, $1.50. These rates will go into effect April 1.

Annie M. Portch has sold the schooner Black Hawk to John A. Nelson, of Milwaukee, and Halvor Williamson, of Racine, for $4,000.

FAIRPORT.

*Special to the Marine Record.*

Captain J. Coleman, of the schooner Moonlight; also, Captain Hiram Estell, of the schooner Monguagon, are here with their mates, getting ready to fit out. The river is free of ice.

The R. R. Co. are moving the ore very rapidly and the prospects are good for getting the most of it off before navigation opens.

C. J. Starkey's ship supply store is now well under way. There is no postoffice at this place, but if vesselmen wishing mail here will have it sent in care of C. J. Starkey, Painesville, O., they can get it promptly, as he will get the mail every day. S.

LUDINGTON.

*Special to the Marine Record.*

Butters, Peters & Co.'s steamer, M. F. Butters is receiving new steel arches at Milwaukee, the work being done by the Milwaukee Shipyard Co. Also Mr. Davis, boiler maker, of Ludington, is doing some repairs to her boiler.

The new steamer No. 3 for F. & P. M. R. R., will be launched about April 6 at Gibralter. Captain Duddleson, of steamer No. 2, has been appointed to her. Mr. H. Clark, formerly mate of No. 1, takes charge of steamer 2. Engineer Collins, now on No. 2, will have charge of the engine on the 3. The craft at Ludington is being put in readiness, although the ice in the small lakes at Manistee and Ludington is as firm as at any time this winter. The railroad steamers have just ended a contract of 100,000 bushels of wheat carried via Ludington to Liverpool. D.

## MARITIME LAW.

DAMAGE TO CARGO—SHORTAGE—BILLS OF LADING—"WEIGHT AND CONTENTS UNKNOWN"—BURDEN OF PROOF—SEA PERILS.

*U. S. District Court, Southern District of New York.*

1. A vessel bringing 4800 bags of sugar from Havana to New York delivered about 1614 bags which showed marks of stain or damage, besides 30 slack bags and one empty. The libelants' evidence did not show any material loss of weight beyond the slack and empty bags, which was not more than usual in tempestuous weather. The evidence for the vessel showed severe gales and the vessel for some time being nearly on her beam ends. Held, that damage had not been proved beyond what should be attributed to sea perils, for which the vessel was not liable.

2. Where the vessel takes no part in ascertaining the weight shipped and the bill of lading states "weight and contents unknown" the master is not bound to accept the weight given by the shipper as conclusive, or to assume the burden of proving the actual weight shipped in case of shortage on delivery.

Brown. J,

This libel was filed to recover for loss and damage to 4800 bags of sugar brought from Havana to New York in December 1885. Upon the evidence it appears that 1614 bags exhibited external marks of stain or damage; 30 bags were slack, and one empty. The slack and empty bags, as the proof shows, were not a greater loss than is usual in voyages at that season, and in tempestuous weather. Two severe gales were experienced on this voyage, and for a considerable time the vessel was nearly upon her beam ends, so that the pumps would not draw. The slack and empty bags came from the bilges, and under the circumstances show no evidence of negligence on the part of the ship, since some loss under these circumstances, was unavoidable, without the ship's fault. Such a loss falls within the excepted perils of the seas.

There is now sufficient evidence to show any considerable loss of weight beyond the slack and empty bags. Allowing the very considerable excess of tare claimed by the libelant over that estimated at the custom house, the actual loss in weight as compared with the weight stated in the bill of lading is but 2213 pounds, a very small difference; certainly not a proof of negligence under the circumstances of this voyage. The libelant claims an alleged natural increase in the weight of sugar. But there was no proof on this subject. Some cargoes lose in transit; others gain. Nor is it, in my judgment, competent to charge the ship with a loss of weight upon a mere comparison of the weight stated in the margin of the bill of lading with the estimated proper gain on the voyage. The bill of lading, besides the printed statement "weight and contents unknown" had also stamped across its face a special clause "weight and contents unknown and not liable for sea damage." The whole number of bags received was actually delivered. The master testified that he had no knowledge of the weight except that stated and given to him in making out the bill of lading. I know of no case where under such circumstances the bill of lading was treated as sufficient evidence of the weight shipped; although there is such an intimation in the case of the brig Sloga (10 Ben. 318.) But proof was there made of the actual weight shipped. In the subsequent case of the Ismaele" (14 Fed. Rep 491) under a similar bill of lading, proof of the weight on shipment was held necessary; and this was affirmed on appeal and even the additional proof taken held insufficient by Mr. Justice Blatchford (22 Fed. Rep.) In my judgment the special stamping "I do not know the weight" on the bill of lading releases the ship from any presumption against her as to the exact weight stated in the margin of the bill of lading, and throws the burden in case of alleged short delivery, upon the libelant to prove the weight shipped.

Nor is there sufficient proof of any actual damage to the sugar, beyond that incident to the proved sweating, a sea peril, though the bags were shown to be stained.

None of the libelants, and no person in their employ who, presumptively, would have known of the damage to the sugar and the nature and extent of it, were called as witnesses. The very imperfect and casual inspection made by the witnesses for the underwriters is not to my mind satisfactory proof that the cargo was damaged otherwise than to a very limited degree through the proved sweating. The respondents' evidence proves this sweating sufficiently apparent to account for the stains upon most of the bags. The witnesses on both sides say that the stained bags came out from amid others not stained, which is an evidence of sweating and not of damage from want of dunnage. The evidence as to dunnage is very conflicting; but much of the difference in the opinions of the experts would seem to be explained by the peculiar model of the vessel. The sharp angle of her bottom, it is shown, affected materially the requisites in the details of dunnage and the depth necessary along the bilges.

I do not think the libelant has sufficiently established his case, and the libel should, therefore, be dismissed with costs.

January 25. 1887.

## NOTHING LIKE AN HONEST WITNESS.

The New York Maritime Register gives the following burlesque deposition of a witness in a marine cause, recently perpetrated in a prominent Wall street law office. The victim was a fledgling lawyer from the interior of the state, who, in dense ignorance, alike of nautical terms and possibilities, was induced to prepare a copy of the paper, and submit it to the astonished gaze of the head of the firm, amid the ill suppressed mirth of his associates:

DEPOSITION OF WILLIAM BOWLINE; TAKEN OCT. 31, 1886, AT THE OFFICE OF SKINNER AND CARVER, NEW YORK CITY.

Q. What is your name? A. William Bowline.

Q. Were you able seaman on the bark Sarah Jane? A. I was.

Q. What time did you come on deck, the night of the collision? A. 2:45¾ in the night; 11 bells.

Q. Where were you when the collision occurred? A. Standing on the main truck; my right hand grasping the after hatch, and my left, resting on the flying jib-boom.

Q. What were you doing? A. I had just ordered the Bos'n to secure the cap'n's monkey abaft the lee scuppers and see all taut for a stiff blow; the fore-channels were run up, and the mizzen shrouds was drawing full. I had a close reef taken in the hawse hole, and a check-rein put to the martingale.

Q What happened after that? A. Just then I was hailed by the lookout in the afterhold, who told me that a frigantine bark, close-hauled, was running down on us, before the wind, with six bowlin's and the port-tacks aboard.

Q. What was your course before the collision? A. Due south.

Q. What was the course of the frigantine? A. N. by E., ½W., variation 34 deg's.

Q. Where did she strike your vessel? A. She met us, on a course at right-angles to ours, bow on. Her foremast-head penetrated our after cabin windows; carried away the poop deck; dislodged the keelson; put out the dead-eyes; jammed the third mate through the starboard scuppers; knocked the pipe off the galley, carrying away the galley halliards; the main boom came down with a run and cut off the main-royal-spanker-backstay, which allowed the windsail to fall flat aback.

Q. Was any other injury sustained by your vessel? A. None.

Q. What happened to the other ship? A. The shock of the collision split her waterbutts, which sunk her in ten minutes.

Q What did you do then? A. Hoisted the rudder post, for a jury-mast; spread the main sheet; and made sail for the nearest port.

Q. What was the position of your vessel, by dead-reckoning, at the time of the collision? A. 110, Nth. Lon.; 64:35, West Lat.

Q. What was the state of the weather? A. It was a dead calm.

WM. BOWLINE.

Sworn to before me, Oct. 31st, 1886.
L.S. Seal, Notary Public, New York Co.

## CONVERTIBLE ANCHOR AND FREIGHT HOISTING APPARATUS FOR VESSELS.

Every large steamship is provided with several small independent engines, so distributed about the vessel that the work of loading and unloading may be most expeditiously carried forward. In addition, there is usually a special engine designed to handle the anchor, and which, of course, performs no other service. By means of the invention, this anchor hoisting engine may be a so employed for the handling of freight, thus utilizing a machine that would otherwise be idle except during a very brief period, and thereby providing, practically, additional power without corresponding expenditure. The steam capstan windlass used in connection with this apparatus is well known and appreciated, being used by all the most important lines upon this side of the water. As all parts of the windlass are connected to the same plate, the whole must always remain in line, independent of the twists and strains to which the deck may be subjected. The engines are counterbalanced, and, together with the locking gear of the windlass and the friction levers, are placed in the most convenient position possible. An extremely simple device, placed in a well just below the worm gear, provides for the automatic lubrication of each tooth as the wheel revolves; this reduces the friction, and prevents cutting and wear.

Upon one end of the crank shaft is mounted a sprocket wheel, over which passes a chain leading to a like wheel on a shaft provided with a grooved friction pulley, which may be engaged by a second pulley on a shaft carrying the hoisting drum. This second pulley and the drum to which it is united are mounted loosely upon the shaft, but by shifting a suitably arranged lever, the drum and its pulley may be so moved as to bring the two pulleys into engagement. When the lever is released, the drum and pulley swing away from the first pulley, and their shaft revolves independently of the drum. Upon the crank shaft there is also a worm, which may be moved to throw it out of engagement with the gear wheel driving the windlass mechanism.

It is evident from the simplicity of this apparatus, and the consequent fewness of the parts, that there is no danger of derangement, while by simply shifting either of two levers, the engines may be caused to operate either windlass or hoisting apparatus.

This apparatus is manufactured by the American Ship Windlass Co., of Providence, R. I., to whom all communications should be addressed. This arrangement, although but recently patented, has already been placed upon two steamers and has been ordered for two others now building.

## RUDDER AND STERN.

*To the Editor of the Marine Record:*

ERIE, PA., March 28.

An article in your issue of the 17th, entitled "Confusion at the Wheel," just read, will be my excuse for trespassing on your valuable time. The writer seems to be laboring under a misapprehension of facts. The ship's head or bow does not move, but, on the contrary, the stern moves, and consequently the order "starboard" results in turning of the stern to starboard, thereby directing the course of the ship to port, and the contrary is true of the order "to port."

Forty years of a sailor's experience has resulted in finding me on board of the numerous classes of vessels, both in the merchant marine and in government ships, in the various branches of the service, so that my experience has brought me in contact with almost every known system of steering gear. On all government ships, whether propelled by steam or sail, the working of the steering wheel is the same, and presisely as that adopted on all merchant sailing vessels, whether on the seaboard or on the lakes, and that is the plan the world over except on steamers navigating the waters of the north and northwestern lakes, where, for some unexplainable reason, the chains are crossed under the barrel of the wheel, and the movement of the wheel reversed.

A seamen of experience ought not to be confused by the directing power of the steering apparatus in hand. I have changed from steam to sail repeatedly, from government vessel to merchant vessel, and have no recollection of trouble on the subject of change of system. Yours truly,

ABRAHAM J. LOUCH.

## THE WHEEL AND RUDDER.

*To the Editor of the Marine Record:*

RACINE, WIS., March 26.

The reeving of wheel chains seems to have stirred up the community of sailors, but the whole subject may be put in a sentence of a few words, viz: "Turn the wheel the way you want her head to go." This is the old rule, and the way that ships of all nations are steered, both sail and steam, on the five great oceans of the globe. The steamboat inspectors have made a great mistake in reversing the rule, for the reason that sailors who man the ships of the ocean, both sail and steam, find no difficulty in changing from one class of vessels to the other. This rule for the crossing of the wheel chains is taken from the old Mississippi steamboat fashion, and from there was introduced on the lakes at an early day.

M. J. KELLEY.

## ENGINEER OR PARSON.

*Special Correspondence to the Marine Record.*

NEW YORK, March 25.

I was so happy, for in addition to the salary paid me by the RECORD, I am sure of getting five hundred dollars in a few days, and I say again that I was so happy.

But my happiness has gone, and why? Well, you know that I was steamboating on a two-boiler boat last summer on the Upper Mississippi, and the captain had a daughter, a beautiful woman, who said that she'd marry me; that is, Mr. Editor, we were engaged. Now, you know how it is, when a fellow is engaged, he is forever doing something for his girl, so, when I came here I sent my affianced the papers regularly. Yesterday morning I received the following letter, which Mary had registered to make sure I'd get it. I am sure she need not have been so particular, for there was nothing very good in it. Her epistolary effusion ran as follows:

PORT LOUISA, IA., Mar. 17.

*Mr. Second Engineer, New York:*

DEAR SIR: You may just consider our engagement at an end, for when a man who has run second on a two boiler raft boat turns preacher without serving any time at the trade, it is time for him to be discarded. That is not the worst of it; for, while it is not expected that preschers are to know anything of worldly affairs, that is no reason why you should forget your early training, and so far lose your knowledge of the profession of an engineer. Had you no more sense than to go and sit down on the scape pipe of a boat, and her, with steam up? You may do as you please; as for me, I shall never marry.

Truly your well wisher,
MOLLIE CAPSTANBAR.

Do you blame me for feeling badly? The honorable secretary of the treasury has offered a five hundred dollar prize for the best article describing a method to lessen the loss of life by fire on steamboats, and I have written an essay, and am looking for a check any moment now. When I get my money I'll send you the four bits I borrowed last fall. THE SECOND ENGINEER.

The steamer Warrington, Captain George Scott, will be the lighthouse supply boat next season for Lake Huron, Lake Superior and the St. Clair river, the Dahlia being transferred to Lake Michigan.

## THE SHORTAGE QUESTION.

The propeller Lake Ontario, of Hamilton was on the 11th of June, 1886, at Detroit, and was laden with corn by Messieurs Gillet and Hall, the amount of cargo being stated at 17,998 bushels, consigned to the Kingston and Montreal forwarding company at Kingston for A. G McBean of Montreal. The cargo weighed out at this city was 230 bushels short, and for this the sum of $116.96 was deducted from the freight, under a clause in the bill of lading well known to vessel men as the shortage clause. The clause is in these terms: "In consideration of the rate of freight herein named, the carriers having supervised the weighing of the said cargo inboard, hereby agree that the said bill of lading shall be conclusive and the only evidence of the quantity of said cargo, it being intended to guarantee the delivery of the precise quantity of grain specified in said bill, as between shippers and assigns and carriers, as to the quantity thereon named, or pay for any part of cargo not delivered at current market price, the value thereof to be deducted from the freight money by the consignees, if they shall so select." The vessel-owners sued Mr. McBean for the shortage which his agents kept out of the vessel's freight. The case was heard before Judge Price in January last, and decided by him on Tuesday in favor of the defendant.

The judgment now delivered by the county court judge at Kingston, in so far as it possesses general interest, decides these points: 1. That as the so called "cut throat" bill of lading is the one now for many years in common use, and as the master of a vessel has authority to do everything usual in his calling, therefore the master is impliedly authorized to bind the owner by signing these documents; 2. that the rights and liabilities of the consignee and assignee for value are different from those of the consignor, who possibly might, in this case for example, be held liable for shortage; 3. that the American case of Law vs. Botsford, decided a year since in Detroit, is no authority. For the present, therefore, the forwarding companies are upheld in their custom of deducting shortage. R. W. Shannon for plaintiff; John L. Whiting for defendant.

IT is learned from reliable sources that the railroads have taken the first decisive step towards meeting the inter-state commerce law by beginning what appears to some to be a wholesale advance of rates. By this they doubtless hope either to break down the law or reap very material benefit from it. Coal shippers in Buffalo were recently informed that a meeting of trunk line managers was held in New York on Wednesday for the purpose of beginning the general advance movement. Though it is not yet made public, the information is official that coal rates from the mines to Buffalo, were advanced seventy-five cents a ton and $1.50 to Chicago.

The coal roads seem to be prepared to make the coal producer who has no railroad at his back feel the changed state of affairs by leaving the price of coal at the mines where it is, or if necessary, by mining it at cost, for they are now situated so that they can do this and still make money on their freights. There is going to be some very neat engineering in certain common carriers' circles, it is believed, before this new law is allowed to carry out the intention of its authors, that is, to prevent unjust and ruinous discrimination without adding any burdens to the business public.

The Sault ste. Marie bridge in connection with the Canadian Pacific railroad extension line from Algoma mills to Sault ste. Marie, about eighty-six miles, will consist of three sections: first, the draw-bridge, with center pier and two abutments, superstructure 396 feet long; second, the bridge over the main channel of river, nine piers and two abutments, ten spans of superstructure, 239 feet center to center of piers; third, the bridge north of St. Mary's Island, one pier, two abutments and two spans 104 feet each over all. The masonry is rock-faced ashlar, and the concrete used is to be made of the best Portland cement. The coping stones and outwaters are to be chisel dressed. The masonry is all to be completed by the 15th November next, and the superstructure ready for the passage of trains fifteen days after.

All the builders of locomotives, have for many years, been studying to make them as simple as possible. There is a great contrast in this respect between the locomotive of the present day, and the complicated affair of twenty-five years ago. On ship board it is doubly important that every machine should be as simple as possible. The American Ship Windlass Co., in sympathy with the spirit of the times, have produced the simplest steam windlass in existence; it has only about one half the number of pieces of any other steam capstan windlass in existence.

The Sea Gull that originally was built for a steam ferry between Marine City and Sombra, has been purchased by Whitely & Stover, of Sombra, and will again be placed on the route, which will be quite a favor to the Marine City people who are inclined to patronize the Erie and Huron.

Captain Jarvis Patten, of Bath, late commissioner of navigation, will, it is stated, be the president of the new Norton Naval Construction Co., about establishing a shipyard at Alexandria, Va.

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| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4. Fast Limited Express | *2 55 A M | *3 05 A M |
| No 8, N Y, B & A Express | *8 25 A M | *8 55 A M |
| No 26, Elyria Accommodation | †7 45 A M | ..... |
| No 24, Buffalo Ac'm via Sandusky | †10 30 A M | †10 45 A M |
| No 24, Toledo Accom via Norwalk | †10 30 A M | †10 45 A M |
| No. 10, New York "Flyer" | ..... | *12 noon |
| No 12, N Y & B Fast Express | *2 10 P M | *2 45 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 40 P M | ..... |
| No 26, Conneaut Accommodation | †4 25 P M | ..... |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | *12 15 A M | *12 25 A M |
| No. 23 Cleveland Express | *2 15 A M | |
| No 3, Chicago Express via " | §5 20 A M | 6 35 A M |
| No 25, Mich Accom Norwalk | ..... | †6 30 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | *10 45 A M | *10 50 A M |
| No 9, Chi Pac Ex via Norwalk | *6 15 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only | ..... | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | ..... |

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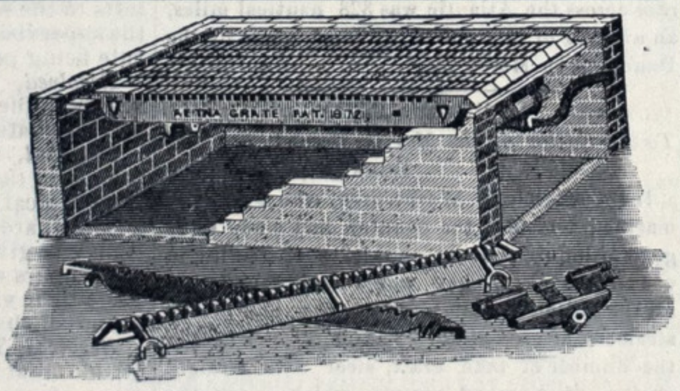


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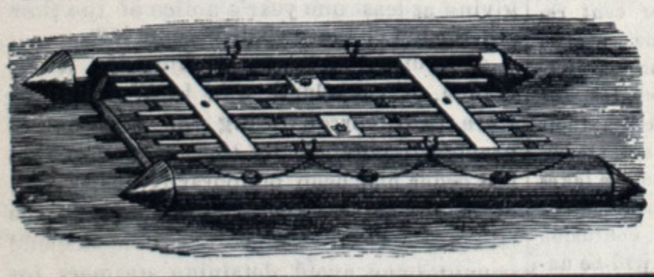

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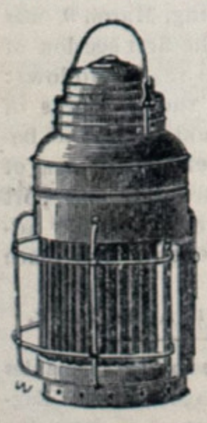

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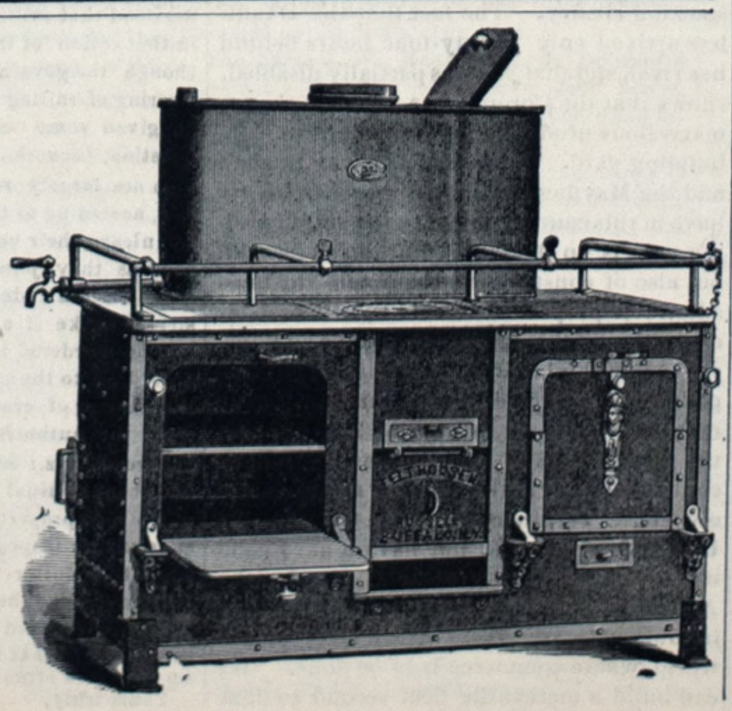

# Marine Record.

**Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.**

A. A. POMEROY, EDITOR AND PROP'R

**TERMS OF SUBSCRIPTION:**

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MARCH 31.


## *INLAND MARINE PROTECTION.*

A few weeks ago, when it transpired that the secretary of the treasury had been making confidential inquiries from a number of our most prominent shipowners on the lakes with regard to the power and capacity of their vessels, the impression naturally spread abroad that the circumstances betokened, if not an actual declaration of hostilities against Canada over the fisheries dispute, at all events the adoption of precautionary measures with that contingency in view. He, however, disclaimed that in making the inquiries he was harboring any sinister intentions against our neighbors in the Dominion. The war scare has now almost dropped completely out of sight, and it is probable that the suggestion made by the board of trade in Montreal that the questions in dispute should be referred to a delegation, composed of representatives of the boards of trade of both countries, will be carried out early in the coming summer. That the United States government is sincerely anxious to prevent the circulation of the impression that any hostilities between the two countries are contemplated is made more evident by a Washington despatch which says that the fact that certain inquiries were begun by the naval department, over a year ago, is regarded by competent naval officers as a conclusive answer "to any inference that might be drawn to the effect that they indicate preparations for a struggle growing out of the fisheries dispute."

The inquiries alluded to, however, only refer to departmental questions made relative to the ability of the railways and canals of the country to transport boats and naval material from the ocean to inland waters. It is said to have been learned in the course of these inquiries that the facilities of the railways are limited to the ability to transport boats of an extreme length of 110 feet, while the waterways connected by the Erie canal will permit the passage, from the Atlantic to the lakes, of torpedo boats 100 feet in length. This information is satisfactory so far as it goes. It is obvious, however, that the inquiries that elicited this information and the inquiries made with regard to the capacity of certain vessels on the lakes had two very different objects in view. We still hold to the opinion that the latter set of inquiries were framed in connection with a project to have a naval reserve of our inland mercantile marine available in the case of an emergency.

Vessels convertible into war boats are as necessary as torpedo boats, and it will be a good thing for the country, and especially for the security of the northern and northwestern frontier of the United States, if plans for the organization of an efficient inland naval reserve, drawn from our mercantile marine, are prepared as soon as possible by the naval department at Washington. Great Britain has the most powerful navy in the world, but that country has not hesitated to supplement the power of its regular navy by the formation of a system of naval reserve from among the mercantile marine which renders her almost invincible on the waters. The system has been found to work admirably, and there is no reason why a similar one should not be adopted for the protection of the great northwestern lake system. There are several steel steamers here, which, at the cost of a comparatively trifling subsidy from the national treasury, could be relied upon for effective work in an emergency, either as patrols or active aggressors against an enemy. It is satisfactory that the naval department is contemplating the provision of a torpedo boat service for the lakes, but swift gunboats are a most necessary ally for torpedo machines. The picadors who distract the attention of the animal by darts and flags are as necessary an adjunct to a successful bull fight as the matador who administers the *coup de grace*. And what the picadors are to the matador, so ought swift armed cruisers be to the torpedo boat in a struggle with the enemy.

## *THE ATLANTIC YACHT RACE.*

"All's well that ends well." The great Atlantic yacht race is over, and nobody appears to be any the worse for the buffetings which the Coronet and the Dauntless experienced with the salt green seas. Captain Crosby, of the one, and Captain Samuels, of the other, are the heroes of the hour, and since arriving at Queenstown it is certain that they have not only received the warm Irish hundred thousand welcomes—the old *cead mille failthea*—but the congratulations of all the principal yachtmen of the United Kingdom. Both old "salts" have disappointed the ignoble army of croakers. When the ocean race was first proposed many and gloomy were the prophecies that neither vessel would reach land again after losing sight of Sandy Hook. To sail a fragile yacht across the league-long rollers of the Atlantic in the month of March! Why, it was deemed worse than midsummer madness. But the croakers were all wrong. The officers and crews of the rival yachts have not gone down forever into the depths, nor have they become food for fishes. On the contrary, they are all well and hearty, and highly enjoying the sunshine which follows so gratefully after the dangers of the deep. Let them have their ovation and plenty of it. They deserve it. They have demonstrated Yankee pluck. They have also proved beyond all doubt the notable excellence of American shipbuilding.

When one reads the long and graphic accounts of the great race, and considers the terrible weather through which both vessels rode triumphantly, the conclusion is forced upon him that successful shipbuilding is not one of the lost arts of the United States. Probably no two stancher little vessels than the Coronet and the Dauntless ever faced the terrors of the Atlantic in the month of March. They rode through seas that towered like walls above their rails or rushed roaring after them as if determined to engulf them. The wind and the rain did not prevent them from gliding swiftly across the trackless pathway of tumultuous waters. On they sped upon their journey and reached their destination within a time which, not so many years ago, when the steam engine had not supplanted the sheet and sail, would have been considered phenomenal. Considerably over 3,000 miles in fewer than fifteen days, in terrible weather, is something to make Columbus, Amerigo Vespucci, Hendricks Hudson, and all the great old navigators, turn in their graves and mutter: "Can such things be and overcome us like a summer cloud without our special wonder?"

It is to be hoped that this yacht race will produce practical results more valuable than a development of international sporting rivalry. The fact that the Dauntless arrived only twenty-four hours behind her rival, and that she was partially disabled, shows that the Coronet was no mere chance marvellous production of an American shipbuilding yard. It proves, as did the Puritan and the Mayflower a short time ago, that we have in this country not only the art of building vessels on the fastest lines in the world, but also of constructing them with the most admirable properties of stability. The demonstration of this fact ought to give an impetus to our shipbuilding industry. The complaint has been made that we not only have no navy worthy of us as a nation, but that the greater part of our mercantile trade is controlled by or in the hands of foreign shipowners. Yet, there is no reason why the United States should not have a navy commensurate with its greatness, or why the American flag should not be floating over innumerable vessels in every part of the world where commerce is to be done. We can build a mercantile fleet second to none in the world. Our shipbuilders have shown what they can do in the two vessels that are now challenging the admiration of the world; and the example of Captains Crosby and Samuels gives assurance that if America gets a fleet to cover the seas she will never be in want of good men and true to man it.

THE compilation of the Inland Lloyds' Register is completed, and this week it may be in the hands of subscribers. We have it from pretty good authority that this year's book will be the best ever issued, and may be referred to with great confidence by the underwriters. On the best classes of vessels the valuation has been raised from five to ten per cent, in correspondence with the advance of vessel property. A new column of dates has been inserted, from which it may be seen when the bottoms of vessels have been re-calked. The tugs are no longer classed with the propellers, but have a heading to the selves. Many worn-out and unseaworthy vessels have been dropped altogether. With all the improvements made, the work has been done in very much less time than ever before. We are glad to say, this looks like business. The officers are Oscar T. Flint, of Buffalo, president; George A. Tisdale, of Cleveland, vice- resident; Henry S. Sill, of Buffalo, secretary and treasurer; Wm. W. Bates, of Buffalo, manager. Executive Committee, Townsend Davis, of Buffalo, chairman; George A. Tisdale, of Cleveland; Henry S. Sill, of Buffalo; Oscar T. Flint, of Buffalo; George W. Franklin, of Chicago; J. J. Clark, of Detroit.

Vessels are divided into three classes, viz.: A, B and 00, with the following grades to each class, viz.: A1*, A1, A1½, A2, A2½, B1, B1½, B2, 00. Vessels classed 00 not insurable. Monthly supplements to register will be issued as heretofore, embracing such corrections, changes and additions as may be required. All applications for survey of vessels, and all communications in reference to inspection and classification, or any other matters connected with the Inland Lloyds' Register, should be addressed to Wm. W. Bates, manager, Room 35, Exchange Building, Buffalo, N. Y.

THE secretary of the Lake Carriers' Association was advised Saturday, that the recent order regulating the steering gear on steam vessels has been suspended. A hearing will be held shortly at Washington, by Supervising Inspector General Dumont, to give reasons for thinking that the rule should be abrogated permanently, and to discuss what substitute, if any, is needed. The subject was discussed at the Lake Carriers' meeting, Buffalo, Tuesday, at which vessel-owners generally were invited to be present. It would be well if a board, supervising the interests of the steam navigation, and, which meets but once a year, would take more pains to consider thoroughly a rule of so much importance as that of changing the steering gear of all steamboats on oceans and lakes, and we trust that uniformity will prevail.

Captain J. Parsons, U. S. engineer who has spent the greater part of the winter in Oswego, goes to New York to-night to resume his employment on government work.

THE best 24 hours run of the yachts in the race across the Atlantic was 328 nautical miles, an average of 15.8 miles per hour, made by the Dauntless on March 25.

## THE RUDDER.

*To the Editor of the Marine Record:*

BUFFALO, March 28.

If the officials at Washington, who guard the marine interests of the country, had made some general inquiries about the styles of steering in use on the lakes, they would have found that all the sailing vessels and fully one half of the steamers steered alike. That is, 75 per cent of the number of lake craft, steer with straight chains, or diamond screws, which work the same as straight chains. The 25 per cent remaining have crossed chains, from the wheel to the rudder. Yet in the face of this large majority in favor of, and using straight chains, the order is issued for all steamers to cross their chains, thus making sailing vessels and steamers handle their rudders different, on the lakes as well as on the oceans. This order only makes a little improvement on the steering confusion of previous seasons, inasmuch as it will be understood that sailing vessels and steamers differ in the action of the wheel on the rudder. Although the government takes no action in the steering of sailing vessels, their customs should be given some consideration in the steering question, because steamboat officers and wheelsmen are largely recruited from sailing vessels, and, according to the new law, they would have to unlearn their vessel experience of steering as soon as they join a steamer. All this could have been avoided and vessels and steamers steered alike if a small minority of lake craft had been ordered to change their steering gear according to the style in use on 75 per cent of the number of craft afloat. Influence may induce the authorities to enforce the law as it now reads, viz.: crossed chains for all steamers; and then, as usual, confusion, collisions and loss of life and property will follow, till a board of supervising inspectors, who thoroughly understand this matter and respect the wishes of the majority, make the steering of all steamers alike, and to correspond with sailing vessels, an order of things that I have no doubt every officer on the lakes often wish for.

Yours truly, STEAMBOAT.

[Official.]

## LAKE CARRIERS' ASSOCIATION.

BUFFALO, March 29.

A meeting of the board of managers of the Lake Carriers' Association was held at Buffalo this date. There was a good attendance of Buffalo members. Captain James Millen was present from Detroit, and the managers from otther ports sent by mail full expressions of their views. The special topic under consideration was the recent order of the treasury department regulating the steering gear on steam vessels, and discussed by the board at its previous meeting, March 17. Captain W. P. Henry, general manager of the Lehigh Valley line, submitted an able and carefully written report, urging that the order should be suspended for a year. He stated that the order was in opposition to the uniform practice on United States government vessels of every description, to the common practice on ocean and coastwise steamers and sail vessels, to the practice of sail vessels on the great lakes, and of a large portion of the lake steamers. He submitted figures from a number of ports outside Buffalo, showing that the majority of their steam vessels would have to be changed to comply with this law. He thought it an excellent thing to have uniform steering regulations, but said that the uniformity should be the other way. Even considering the lakes by themselves he thought it best that the ordsr should be suspended or reversed. It is a practical impossibility for sail vessels to steer any other way than as at present, and it is very desirable that our steamers should steer in conformity with them.

On motion of Mr. Evans, seconded by Captain Henry, the following resolutions were adopted:

WHEREAS, The supervising inspectors, at their last annual meeting, adopted a rule making the steering gear on steam vessels uniform, which rule, by approval of the secretary of the treasury, went into immediate effect, and

WHEREAS, It appears from the records of the association that a class of navigators and seamen are employed on the boats whose steering wheels are rigged to comply with the new rule entirely different from those empolyed on the steamers, whose steering wheels will have to be altered, and

WHEREAS, Uniformity in respect to the steering wheel will make necessary a sudden and complete change in the mode of steering of at least one-half of the vast number of steamers on the great lakes, thereby greatly increasing the risk of collision, and

WHEREAS, It has been represented to this association that the coastwise vessels on the Atlantic, if this rule is put into effect, will be subjected to as great risks as those referred to on the lakes, and

WHEREAS, It has been represented to this association that the rule and custom in the United States navy, with reference to their steering wheels is exactly opposite to the new rule; therefore be it

*Resolved*, That the enforcement of this rule will be attended with such great risks in navigation, both on the lakes and on the seaboard that this association earnestly protests to the secretary of the treasury and to the supervising inspector general against the rule being permitted to remain in force, and

*Resolved*, That the association earnestly requests the authorities to entirely annul and abrogate the rule as it now stands, and

*Resolved*, That the inspector general be requested that, whenever in the future any such radical changes in the equipment of steamers are contemplated, public notice of it may be given in advance, that the owners of steamers may have an opportunity to express their views on the expediency of such proposed changes, and

*Resolved*, That it is the sense of this association that no radical change in the equipment of steamers should be made without giving at least one year's notice of the time when such changes shall become law.

A number of telegrams from Mr. H. M. Hanna, of Cleveland, now in Washington, were read, corroborating the information previously obtained by the association that the order had been temporarily suspended. Mr. Hanna states that the secretary of the treasury will direct all collectors to suspend penalties and avoid detaining steamers for violation of the new rule for the ensuing season. This result has been brought about by the ocean and coastwise vessel owners acting in unison with the Lake Carriers' Association and the Cleveland Vessel Owners' Association.

The following amendment to the constitution, submitted by Captain Eber Ward, of Detroit, at the board meeting, March 9, was adopted, viz: To change the first section of article I of the by-laws to read as follows: "The annual meeting of the members of this association shall be held some time between the first of December and the first of May, in each winter, at such date and port as the board of managers may consider advisable, due notice of the date and place being given."

Adjourned. FRANCIS ALMY, Sec'y.

**The great transatlantic steamship companies have raised the steerage passage rates from English ports to $20, an advance of $5 from the winter tariff.**

[*Around the Lakes Continued from 1st Page.*]

MILWAUKEE.

*Special to the Marine Record.*

We had about as severe a snow storm Sunday, as we have had this season; rather a bad outlook for the opening of navigation. With the return of favorable weather the steamer Ballentine and consort Northwest, will go to Chicago, in quest of grain cargoes.

The steamer Mahant, is to load a bulkhead cargo of 50,000 bushels of wheat, at Green Bay, on the opening of navigation; no rate of freights has been fixed.

The schooner Angus Smith, has been stripped of her fore and main topmasts and jibboom and hereafter will serve as consort to a steamer.

The schooner Bert Barnes, is the first vessel to bend canvas at this port.

Not a single grain charter for shipment to Buffalo, from this port has yet been made. According to common report nearly all the wheat in store here is owned by Chicago speculators.

The steamer Merrimac, is in drydock at Wolf & Davidson's, to be ironed off at light water mark she will also be thoroughly recalked.

The fishing tug Potowattamie, recently sold to St. Joseph parties, is on the boxes at Wolf & Davidson's, to receive repairs preparatory to leaving for that port The tug Maxon, is also on their boxes for a thorough rebuild. Repairs to City of New York, are about completed, as are also repairs to steamer Keystone and schooner Watson. Wolf & Davidson's mammoth is growing steadily and with good weather she will grow faster than anything of her size around the lakes.

Captain S. W. Cramer, has gone home to Tonawanda, on a visit, but is expected back this week. Captain John Duddleson, of the F. & P. M. No. 2, will leave shortly for Detroit, to assume command of the new No. 3, of the same line. He will appear in uniform, this season and that same pleases John all right. But he says that his better half dissaproves of it. Thinks it is entirely to haudy, gaudy etc., but Superintendent Keeler's word is law.

I notice that Captain Ben Chambers, is to sail the schooner Marie Martin, under the new owners. They made a good selection. Fat Ben has no superior either as captain or a gentleman, and all of us up this way wish him success from the first trip to the last.

Captain Mart Swain, will shortly add M. D., to his official signature. He began the study of medicine, some time ago in a quiet, unobtrusive manner and lately he has begun to air his knowledge and expound his theories, with all the ardor of a true disciple of Galen and the gall of an ox, considerably to the sorrow of one of our Milwaukee captains.

Captain Conard Starke, has gone to the Hot Springs, for the benefit of his health.

Captain MeGregor, will sail the steamer Ballentine this season.

Fred Starke, is getting lean and Meyer is getting himself together for his season's sailing. His studies during the past winter have fitted him for sailing the sand scow as long as she lies at anchor; in fact, it is said, he will get out newspapers this spring; but I must close this missive to go np and help him adjust his charts, so, vale for the present. CAPTAIN KIDD.

MARINE CITY.

*Special to the Marine Record.*

Saturday, March 28 is the date of the first arrival from Detroit, across Lake St. Clair to Algonac, it being a small tug, nor did it experience much trouble in getting through.

The Edward Smith went to Port Huron to receive a new wheel, but the dock being too short to dock her, the enterprise was abandoned and she returned the same afternoon.

The tug Roy went to St. Clair and brought down the barge Wm. Case, lately purchased by Captains C. H. & J. W. Westcott; consideration, $2,200. Captain J. W. Westcott has bought the barge Magnet, formerly the renowned Packer.

The City of New Baltimore is billed from Detroit to Marine City on Tuesday, the 29th. If successful she will make tri-weekly trips between Detroit and Marine City.

There is quite a difference of opinion as to who is going to control the Star line steamers, landing at this port.

The new boiler shop of Wm. Love is about completed at this port.

Acting as reporter for the well known RECORD, of Cleveland, we deny having anything to do with the local in the Marine City column pertaining to the purchase and sale of the steamer Mary. It was handed us for publication through the columns of the RECORD, and on investigation we find it a piece of maliciousness on the part of Mr. McElroy's friends.

As soon as needed the range lights at the St. Clair Flats will be put in operation, the red over white. At Fish dock there will be a range from the mill on Walpole island down to Fish dock, after which you get a range running you to the Canada club house, foot of Herson's island. The lights will be the same as last season until further notice, with the exception of those on Fish dock, which last season were a red over a white on the same stake; this year will be a red over a white range.

The City of New Baltimore left Baltimore to day, the 28th, for Detroit, and will be the first passenger boat of the season, ice permitting. BOB.

OSWEGO.

*Special to Marine Record.*

Following additional appointments have been made: Samana, Captain Jno. Graham; Willie Kellar, Captain Fred Prichard; Blazing Star, Captain Edward Comerford; White Star, Captain Wm. Griffin; Mystic Star Captain John Hurley; H. W. Sage, Captain Samuel Murray. Captain Wm. Chatham will sail the barge Shaw, of Cleveland. Captain Steve Murpay will go mate of the steambarge Oceanica. The Pulaski, Hartford, F. D. Barker, which have been sold to outside parties, and W. I. Preston, have not been given out.

Captain B. Chambers has removed his family to Cleveland to reside there.

LEWIS.

BUFFALO.

Captain Ed. Lohr of Detroit, who is to sail the schooner Redwing is in port.

The underwriters state that no move towards forming a hull pool has been made, and deny the report from Chicago last week that a meeting was held there.

Crosthwaite & Case have leased the Canadian propeller Isaac May and consorts Muskoka and Waubaushene for a term of years with the privilege of buying. They will bring lumber from Georgian Bay to Buffalo. The Severn, formerly of this tow, has been sold to the Michael's Bay Lumber Company. The May tow is receiving general repairs.

The Express says there were numerous rumors on the street that coal charters to a greater or less extent had been made, though all but one nominal transaction was denied. The Pennsylvania coal company has made an arrangement with Captain Thomas Wilson to load the propeller W. A. Avery and consort H. A. Hawgood for Chicago at their leisure. The boats will go to dock at once. They are to have opening rates.

Your correspondent was shown a large hawser, received by Howard H. Baker, from the best cebu-Manilla hemp, made specially for the steamer John B. Lyon. This hawser is 140 fathoms in length, four stranded 9½ inches in circumference and weighs 2600 lbs., and is certainly a daisy to look at. They have also one large hawser ready for the steambarge Potomac. They sold over fifty of these large hawsers, last year, and expect to dispose of double that number during the coming season. This certainly speaks well for the grade of rope handled by this concern. Their sail loft department, which is under the supervision of Provost's Sons, is also full of orders for sails, flags, awnings, and tents of various kinds. They do the entire sail making work for the Anchor line, Lehigh Valley, and Union Steamboat Company which, with all their other orders, keep a large gang of men employed during the season of navigation. They import direct, all their nautical instruments of which they carry a large assortment, and handle, no doubt, a greater variety than any other house in the trade. We must say, without any disparagement to others in the same line of business, that this establishment is surely a a model of its kind, and they certainly deserve all the success which has followed them to their present comfortable quarters.

THE STRAITS.

*Special to the Marine Record.*

When will the Straits open, seems to be a question that interests a good many people about this time of year. If one could tell what kind of weather we are to have for the next month it would be very easy to tell when the Straits would open. A great many persons are predicting an early opening; but why they should make any such prediction is more than your correspondent can see. There is certainly nothing at present to warrant such an opinion. The ice is from 18 to 28 inches thick, clear and solid. Much thicker than it was last year at this time. The weather for the past week has been very cold and windy, and instead of the ice being weaker it is stronger than it was a week ago. A large number of teams are engaged hauling lumber from here, straight across to Mackinac island, where the ice is usually unsafe to cross on from one to three weeks before boats can get through above here. With ordinary spring weather, and we have no reason to expect any other, boats will not be able to get through before April 20, or later. The Algomah was nearly four hours making a crossing last night. It is very cold to-night, and the mercury will probably go below zero before morning.

STIMPSON.

PORT HURON.

*Special to the Marine Record.*

Dunford & Alverson, shipbuilders, have been busy all the winter, and have kept about ninety steadily employed when the weather would permit. The steambarge C. F. Curtis, owned by the T. S. & T. Co., Toledo, was in drydock, and was lengthened 24 feet amidships; the steambarge George King was on dock and received a rebuild, comprising new keelsons, new cants forward and aft, deck frames and decks, stanchions and rail, new strake of plank all around, new iron arches 24 inches wide, and recalked all over; the schooner Unadilla was in dock and received new keelsons, refastening and calking all over; the T. S. & T. Co.'s steambarge Tempest is in dock for bottom calking and a new Trout wheel; the barge Hanerford is receiving new deck frames and decks.

Love & Schofield, boiler makers, are building a steel marine boiler, 7 by 13, for the tug Crawford, Toledo. They are also building two steel marine boilers 8 feet 6 inches by 14 feet, of 9-16ths plate, for the propeller Dean Richmond, owned by the Botsford Bros., of this port. They have just completed a steel boiler, 6 by 12, for the steamer Clara, of St. Clair. They also built, recently, a steel boiler, 6 by 12, for the steamer Massassauga.

Captain T. H. Roche, formerly of the schooner Imperial, of Manitowoc, is here, fitting out his new command, the schooner H. C. Richards. She is loaded with coal for Milwaukee.

Captain Thorpe, formerly of the Leviathan, is here and has given his new command, the steambarge Jim Sheriffs, some necessary repairs, and a coat of paint, which makes her look black to everyone who is not color blind.

Fitzgerald's Drydock Iron Works have been putting in good shape the boilers and machinery of the propellers C. F. Curtis, J. C. Pringle, Tempest, Oscoda, Ogema, Porter Chamberlain, Geo. King, Jim Sheriffs, Arnold, Hubbel, Kalkaska, Mary and Clara, and the tugs Jas. Reid, Sprite, S. E. Curtis, W. B. Castle and River Queen.

The scow S. E. Curtis, owned by Captain D. C. Curtis, is being converted into a steam scow. Her engine, 13 by 13, and boiler, 5½ by 9 are on board, and her Trout wheel 4½ diameter, is on, and her boiler and engine and pilot house are being built.

Le Blanc, the boatbuilder, is building two fine yawls for the new steambarge building at Trenton for Alger Smith & Co., one for the Tonawanda Barge Line Co.'s new barge, building at Mt. Clemens, and one for the barge David Wallace, of Cleveland.

The Phœnix Iron Works are building a Scotch type steel boiler, 12 by 12½, for the tug Alanson Sumner, owned by Gilchrist & Fletcher, Alpena; a steel fire box boiler, 8½ by 14, for the steambarge Philetus Sawyer, owned by Hagen & English, Green Bay, Wis.; a steel fire box boiler, 8 by 14, for W. D. & H. C. Richards, of Manitowoc, Wis., for a steamboat building there for them. WILLIAMS.

Captain Geel is on a business trip to Toledo and Cleveland, and may extend it to Buffalo. The captain has something on the string.

Captain Nelson Little has had his crew to Detroit giving testimony in the case of schooner Marian W. Paige, colliding with the barge Saginaw on Lake Huron last fall.

Yacht Sprite has put in her appearance here to do odd jobs of towing etc.

B. W. Parker of Detroit, was in the City on business.

The Phœnix Iron Works are building a boiler for C. D. & H. D. Richards, of Manitowoc, for their new steam barge not named yet. The new Scotch boiler being built at the Phœnix is the first one built in Port Huron, and Mr. Archie Wright, the foreman, is confident he can get there.

Ed J. Kendall, the marine reporter, will be found in new quarters, in the office formerly occupied by the Moffat Tug Line.

The barge J. W. Hanaford is at Dunford & Alverson's dock to receive new deck beams, decks and spars and a general calking, at an expense of about $2,500.

J. W. Thomson has purchased the cargo of coal that was unloaded out of the Unadilla. This makes the second that Mr. Thomson has bought this winter. JAY.

TRENTON.

*Special to the Marine Record.*

At Craig's yard there are two large steamships building, one of which will be ready on May 1 and the other September 1. The first is for Alger, Smith & Co. She is a double-decker, 205 feet keel, 36 feet beam and 20 feet deep. She will be used as a freight carrier, and will also assist in raft towing. The second has no owner yet, excepting her builder. Her dimensions are: Length over all, 265 feet; beam, 40 feet; depth, 24 feet. Her capacity will be 2,300 gross tons of iron ore. WILLIAMS.

SARNIA.

*Special to the Marine Record.*

Captain E. B. Anderson, commander of the Canada Pacific Co.'s fine passenger steamship Alberta, left this port Monday morning for Owen Sound to take charge of the Alberta and have her put in good condition for the coming season. WILLIAMS.

TOLEDO.

*Special to the Marine Record.*

Barge Brooklyn has been towed down to Smith's dock, where she is receiving new stanchions, rail, plankshear and other necessary repairs.

Tug J. A. Crawford is on Gilmore's drydock. She leaves for Port Huron next week to receive a new boiler

Captain E. Winchester has bought a one-eighth interest in the schooner Maumee Valley; consideration, $700.

M. D. Carrington, well known in marine circles, and owner of the Geo. W. Adams, and David Dows, died at Marseilles, France, last week. His remains will be brought here for burial.

Tugs A. W. Colton, A. Andrews, Jr., Mary A. Green and Farragut are being painted up and getting ready for the season's business.

The northeast gale of wind Sunday raised the water to the top of the docks, four feet above the natural stage.

The following appointments have been made of the Toledo fleet for 1887: Propellers John C. Gault, Captain F. Wetmore; Russell Sage, Captain H. Root; A. L. Hopkins, Captain W. Cotrell. Schooners Geo. W. Adams, Captain Chas. N. DeOtt; David Dows, Captain Geo. Otter; St. Peter, Captain F. Abouir; C. B. Benson, Captain Jno. Duff; Riverside, Captain M. J. Enright; Anna P. Grover, Captain Homer Durand; Maumee Valley, Captain E. Winchester; Penokee, Captain John O. Grady; Pulaski, Captain P. J. LaVoo; W. H. Rounds, Captain I. Rooney. S.

MUSKEGON.

*Special to the Marine Record.*

A schooner passed this harbor the 26th of this month. She was going north.

The schooners S. Anderson, C. L. Fick, and Snowball are all getting a general rebuild.

The tug John Tarrant, that was burned last fall, is nearly rebuilt.

The tugs North Muskegon, Commodore, and Jack Berry will have fire pumps this year.

A severe snow storm visited this place on the 27th inst.

The M. G. R. & I. R. R. are building a large warehouse here and will have two daily lines of boats, one to Chicago and the other to Milwaukee.

There has been one new mill built here and C. D. Nelson's old mill which was idle last summer, will run this season. Prospects are good for a lively time among the lumber men. We have about forty-five sawmills and shingle mills in this port. Muskegon is called the largest lumbering town in the world. T.

FRANKFORT.

*Special to the Marine Record.*

Navigation opened March 10 by the propeller J. D. Dewar making a round trip to Manistee.

Pierhead light was resumed March 15, and March 16, the steamer Geo. D. Sanford went into commission, making trips between Frankfort and Manistee.

Tug John Smith, Captain Thomas Rudeck, having received a thorough rebuild at Manistee, arrived here in good shape on the 18th. She will engage in fishing.

Tug D. P. Hall got up steam and broke a passage to the steamboat dock on the 23d. She made a run in the vicinity of Manitou islands and engaged in fishing. Tug John Smith set her nets the same day.

Harrison Miller, the newly appointed keeper of Point Betsy life-saving station, is here and will open the station April 1st.

Captain Thomas E. Matthews will be in command of the new Frankfort station.

Tug Potowattamie will fish at this port the coming season. She is expected here from Milwaukee soon. BURMEISTER.

## SELDOM FOUND AMONG THE MARINE NEWS.

That captains often are at sea, when they least think of it. Vessel owners and captains are in search every spring for a reliable firm of whom they can procure equipments for their bedding as: ☞ *Sheets, Pillowcases, Tablelinens, Napkins, Blankets, Comfortables, Towels* etc. and we, *Kohn & Company*, proprietors of Boston dry goods store, 213 Detroit street, near corner Pearl street, Cleveland are fully prepared to furnish ☞ *at short notice* the above named articles. ☞ Owing to our extensive manufacturing of all kinds of ☞ navy blue *Flannel Shirts* we have in steady employment seamstresses to attend the same promptly. ☞ Let it be known to every mariner, that we are the ☞ only retailers in this city, who manufacture all *Flannel Shirts*, single and double breast, scarlet Flannel *Undershirts* and *Drawers, Overalls, Jean Pants*, we keep in stock and are sold over our counters. Our *new cutter* ☞ will take measures for first class *Custom work* in *Cassimere Suits* etc., and all above named working men's garments to which invites Kohn & Company, 213 Detroit, street near corner of Pearl street, Cleveland O.

## HISTORY OF LAKE NAVIGATION.

*Written for the Marine Record.*

CHAPTER XC.—APPENDIX.

The following are among the quick runs during the season of 1871:

Steamer W. R. Clinton, Detroit to Bay City in 30 hours, including landings.

Propeller Fountain City, Buffalo to Detroit in 22 hours.

Schooner Sweetheart, Detroit to Buffalo and back in 4 days.

Schooner Truman Moss, Sandusky to Lexington and return with cargo, in 4½ days.

Schooner Reid Case, Toledo to Buffalo, grain laden, in 34 hours.

Propeller R. J. Hackett, Detroit to Escanaba and back in 4 days. Same, Lake Huron to Detroit in 5½ hours.

Propeller Idaho, Buffalo to Chicago and return in 9 days and 22 hours.

Steamer Saginaw, Escanaba to Green Bay in 7 hours and 5 minutes, including 40 minutes' stop.

Schooner Columbian, Buffalo to Detroit river in 22 hours, flying light.

Propeller W. T. Graves, Milwaukee to Buffalo and back to Chicago in 9 days and 1 hour.

Schooner Oneida, lumber cargo, round trip, Bay City to Buffalo in 8 days.

Steamer Northwest, Detroit to Cleveland in 7 hours and 23 minutes, with 30 lbs of steam.

Schooner U. S. Grant, round trip between Chicago and Portage Lake, Mich., in 64 hours.

Propeller J. L. Hurd, round trip between Bay City and Toledo in 4 days and 22 hours.

Steamer W. T. Graves, Detroit to Buffalo and back, with barge Russell in tow, in 4 days.

Schooner Jennie Mullen, Milwaukee to Port Colborne in 3 days.

Steamer R. J. Hackett, Escanaba to Detroit in 41 hours, deep loaded.

Schooner Fayette Brown, Cleveland to Escanaba and back in 8 days and 4 hours.

Schooner S. P. Ely, two round trips, between Cleveland and Escanaba in 17 days.

Schooner Monitor, Erie to Duluth and return in 21 days.

Tug John Martin towed schooner James Couch from Port Huron to Chicago in 3 days and 14 hours, vessel laden with 1425 tons of coal.

Propeller R. G. Coburn, Marquette to Detroit in 47 hours, calling at way landings.

Schooner Golden Rule, two round trips between Cleveland and Marquette in 21 days.

Bark F. B. Gardner, Chicago to Buffalo in 3 days and 18 hours.

Schooner Mocking Bird, Duluth to Detroit in 4 days.

Propeller Tioga, two round trips between Buffalo and Detroit in 7 days.

Schooner Dundee, Port Dalhousie to Kingston in 10 hours.

Schooner Elvina, Milwaukee to Oswego in 8 days and 6 hours.

Propeller R. Prindiville, with two barges in tow, Saginaw to Buffalo and back in 8 days.

Bark Lottie Wolt, Milwaukee to Buffalo and back, took on a full cargo of coal at Cleveland, and sailed through the river both ways in 13½ days.

Bark Nelson, Chicago to Buffalo in 4 days, delayed in the river 12 hours.

Tug O. Wilcox Detour to Detroit in 17 hours, following the coast.

Schooner Eagle Wing, Escanaba to St. Clair river, in 38 hours.

Schooner Columbian, Chicago to Buffalo in 4 days.

Steambarge Arizona, Detroit to Au Sable and back in 4 days.

Propeller Idaho, St. Clair Flats to Detroit dock in 1 hour and 40 minutes.

Schooner Eagle Wing performed 16 round trips in the ore trade between Detroit and Marquette and Escanaba, respectively, during the season.

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The acting secretary of the treasury has issued a circular to customs officers in regard to reports of casualties to vessels of the United States as requested under provisions of section 10, 11 and 12, act of June 20, 1874, in which he says that hereafter loss of property, involved in any accident sustained or caused by a vessel of the United States, amounting to less than $300, will not be regarded as material within the meaning of section 10, and reports of such casualties, unless involving the loss of life or serious injury to any person, will not be required, except in cases of stranding, reports of which are desirable to aid in determining and locating points of danger to navigation. Reports will, however, be required in all cases of the total loss of vessels, although the amount involved may be less than $300. In cases of collision reports will be required from both the colliding vessels where the damage or loss of property to the two together amounts to $300, notwithstanding one of the vessels may have suffered little or no loss.

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A telegram from Ottawa says the outlook for the lumber trade for the coming season is far from encouraging, and unless within the next few weeks there is a great improvement in the condition of the woods, which are now covered with snow from twelve to fifteen feet deep in places, lumbering business will sustain a very severe loss. Men who were sent into the woods to make logs are returnining, as it is impossible to work. Of the stock of lumber on hand nearly every plank in the Ottawa district has been purchased, and there is nothing left to supply the present demand. Within the past twelve months the price of lumber here has advanced 15 per cent. The uncertainty of this season's cut has had the effect of still further running up prices, and mill owners decline to fix a figure for future delivery. Members of some of the oldest lumbering firms say that this has been the most severe winter on lumbering operations they ever experienced, and it is feared that the cut will fall a long way short of the quantity of logs that will be required to fill the demand for sawed lumber. The terrible fall of snow during the present winter has by no means been confined to this district, as advices received from Three Rivers, Quebec, state that arrivals from the lumbering districts there report an unpreceded quantity of snow in the woods—fifteen feet in some places. There is certain to be a great dearth of logs in the spring, and the lumber trade will certainly sustain a great loss.

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## SANDUSKY DISTRICT.

Captain T. C. McGee, an old mariner has compiled a list of vessels, built, owned or documented in the Sandusky district since 1822 for the MARINE RECORD. The list will be continued until all are told:

SCHOONERS.

| *Name.* | *Where Built.* | *Y'r* | *Ton.* |
|---|---|---|---|
| W. A. Motz | Erie, Pa | 1867 | 23 |
| Sam'l L. Mather | Vermillion | 1870 | 538 |
| Laura Bell | Toledo | 1870 | 269 |
| Pathfinder | Detroit | 1869 | 634 |
| Union | Michigan | 1869 | 46 |
| S. Birchard | Huron | 1843 | 200 |
| Swan | Sandusky | 1831 | 35 |
| Fred A. Morse | Vermillion | 1871 | 592 |
| W. B. Sloan | Oak Harbor | 1871 | 72 |
| Oak Leaf | Cleveland | 1866 | 319 |
| Conrad Reid | Black River | 1862 | 121 |
| G. H. Warrington | Vermillion | 1872 | 559 |
| C. N. Ryan | Huron | 1873 | 411 |
| Sophia Minch | Vermillion | 1873 | 635 |
| E. M. Carrington | Michigan | 1866 | 121 |
| Nimrod | Toledo | 1873 | 559 |
| John T. Johnson | Huron | 1873 | 448 |
| A. J. Rogers | Madison, O | 1862 | 340 |
| J. M. Enright | Toledo | 1870 | 64 |
| Germa n | Black River | 1868 | 80 |
| L. B. Crocker | Detroit | 1853 | 338 |
| S. H. Lathrop | Buffalo, N. Y | 1856 | 278 |
| Maid of the West | St. Clair | 1873 | 100 |
| M. O. Keyes | Port Clinton | 1874 | 40 |
| Dawn | Sandusky | 1874 | 56 |
| Melvin S Bacon | Vermillion | 1874 | 614 |
| S. G. Palmer | Conneaut | 1874 | 42 |
| Wake Up | Fairport | 1874 | 98 |
| AmericanChamp'n | Michigan | 1866 | 155 |
| Maggie | " | 1868 | 40 |
| Our Son | Black River | 1875 | 650 |
| H. D. Root | " | 1863 | 116 |
| Union | Michigan | 1863 | 38 |
| J. L. Green | Port Clinton | 1875 | 89 |
| Marian W. Page | Milan | 1876 | 749 |
| Charles Foster | " | 1869 | 997 |
| Russian | Oswego | 1863 | 309 |
| Wend the Wave | Ashtabula | 1867 | 250 |
| Oneida | " | 1857 | 210 |
| Carlingford | Port Huron | 1869 | 470 |
| Florida | Oswego | 1868 | 299 |
| St. Lawrence | Cleveland | 1863 | 218 |
| City | Black River | 1853 | 372 |
| Irene | French Creek, N.Y. | 1868 | 74 |
| Augustus Ford | Dexter, N. Y. | 1853 | 183 |
| P. S Marsh | Black River | 1867 | 515 |
| Owasco | Detroit | 1863 | 314 |
| Henry Fitzhugh | Oswego | 1866 | 315 |
| Francis Palms | Michigan | 1868 | 552 |

STEAMERS.

| | | | |
|---|---|---|---|
| Benton | Buffalo | 1867 | 232 |
| Ottawa | Sandusky | 1865 | 57 |
| Lily | Mud Creek | 1870 | 25 |
| Jack Downing | Detroit | 1833 | 75 |
| United States | Huron | 1834 | 350 |
| Clinton | Sandusky | 1863 | 81 |
| Pincusville | Oak Harbor | 1869 | 22 |
| St. Clair | Algonac | 1867 | 263 |
| Eclipse | Buffalo | 1857 | 469 |
| Orontes | " | 1856 | 551 |
| Philip Walter | Sandusky | 1872 | 102 |
| Golden Eagle | " | 1872 | 48 |
| Red Jacket | Michigan | 1871 | 92 |
| Westford | Trenton, Mich. | 1869 | 302 |
| B. D. Spear | Oak Harbor | 1874 | 45 |
| Heather Bell | Detroit | 1863 | 150 |
| Ohio | Huron | 1875 | 1101 |
| Morning Star | Michigan | 1874 | 65 |
| Mystic | Sandusky | 1871 | 63 |

SLOOP.

| | | | |
|---|---|---|---|
| Jennie Lind | Sandusky | 1861 | 61 |

BARGE.

| | | | |
|---|---|---|---|
| B. B. Icsman | Sandusky | 1872 | 175 |

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## FAST STEEL STEAMERS.

In conversation with Mr. George B. Mallory, the marine architect from whose plans the steel steamer Susquehanna was built, some interesting opinions of lake navigation by steel cruisers was recently obtained. Two other steel steamers are now being built from his plans at the Union shipyard. When asked if the utmost size had now been reached, Mr. Mallory replied that the opinions of vessel owners in regard to the cheapness of these vessels as carriers would govern that. He could not be expected to settle such a point. But in regard to speed he was quite positive. At present the objective point for all these large steamers was Chicago, and such was likely to be the case for an indefinite time. So questions of speed had been referred to this route alone.

In building these later vessels the aim had been to give them power enough to carry them from Buffalo to Chicago in sixty hours. This the Susquehanna would do easily, he believed, and the new Union boats were to be given somewhat more power than she has. When it was settled that these vessels could do this there was very little use of increasing the speed for the Chicago route until the distance could be made in thirty-six hours, which would not be likely to be done right away. This point is quite easily understood by a vessel man, for he readily sees the great economy of it.

A sixty-hour trip is made up in this way: A vessel leaves Buffalo, say, Monday night. She reaches Chicago Thursday morning. If she left at 6 p. m. the close of the regular working day, she is now in the up port ready to discharge her cargo on the opening of another working day She has only been sailing during two working days, and she ought to make her tranfer of freight and get away for her return trip at the close of the working day on which she arrived. In this way she is sailing every night, but is in port during every third day. Now, if this point of time has been properly covered, as Mr. Mallory maintains, and which this season will demonstrate, there will hardly be any need of more speed until Duluth or some other port is made the objective point.—*Buffalo Express.*

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## RIPE AND RARE OLD ITEMS—DETROIT IN 1817.

*Special Correspondence of the Marine Record.*

I have a copy of the Detroit Gazette, Vol. I., No. 1, published at Detroit, Michigan Territory, Friday, July 25, 1817, by Sheldon & Reed, in Atwater street, a few rods above the public wharf. Three pages are devoted to general news, while the fourth is printed in French. The marine list for the port of Detroit is as follows:

ARRIVALS.

July 17. Schr. Erie, Captain Miller, from Buffalo; with dry goods, whiskey and U. S. clothing.

18th. Schooner Mink, Captain Schaffer, from Buffalo and Cuyahoga, with dry goods and families.

21st. Schooner Aurora, Captain Morrison, from Danbury(?) Schooner Commodore Decatur, Captain Barney, from Mackinaw, with Indian sugars, and furs. Schooner American Eagle, Captain Gaylord, from Cuyahoga, with quarry stone, passengers. Schooner Eliza, Captain Caton, from Long Point, lumber. Schooner Miami, Captain Peatt, from River Thames, with lumber.

22. Schooner Franklin, Captain Wright, from Presque Isle, with porter, beer, corn, dry goods. Schooner Superior, Captain Richards, Buffalo and Presque Isle, with carriages and merchandise.

24th. Schooner Huron, Captain Barnard, from Danbury, fifteen passengers. Sloop Nautilus, Captain Whittaker, from Danbury, with bacon, flour, whiskey, tobacco, ten passengers.

CLEARANCES.

July 17. Sloop——John Castaloe, for Miami.

22. Schooners American Eagle, for Presque Isle; Minx, for Buffalo; Diligence, for Mackinaw; Eliza, for Danbury.

23. Schooners Aurora, for Sandusky; Commodore Decatur, for Mackinaw.

WEATHER.

About the 25th of March this last spring the ice had all disappeared in the Detroit river, after which there was but little freezing. The cold, in a great degree, passed off with the ice to the lower parts of the lakes.

☞The troops at this port (about 400) are remarkably healthy and well clothed.

☞About the 20th ult. a drove of two hundred cattle, belonging to the contractor, arrived at Green Bay, (at the mouth of Fox river, on Lake Michigan), from Ohio, a distance of 500 or 600 miles of wilderness.

ADVERTISEMENTS.

We notice that John L. Whitney offers to sell a small but good assortment of drugs and medicines at a moderate advance.

Oliver Williams is proprietor of Globe tavern at sign of golden ball, and hopes gentlemen visiting from eastern and southern states will do him the honor to call.

John Stockton has twenty-seven barrels of Wahatomaka whiskey, just landed from schooner Merchant (Wing's wharf), to sell at reasonable terms.

D. C. McKinstry offers cheap forty barrels rectified whiskey, forty tons handsome building stone from Cleveland; 30,000 pine shingles, 15,000 hemlock lath, eighty mococks of sugar, six dozen castor and roram hats, and is receiving orders for earthen or tin ware for the factories at Grand River, in the state of Ohio. BURMEISTER.

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At Messrs. Upson, Walton & Co's. Cleveland, O., may be seen models of the different steam windlasses now being manufactured. Those interested are invited before purchasing to call and examine the different designs and they will then be better able to decide on the merits of same.

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## OUTFIT FOR SALE.

G. F. Sheldon & Son of Ashtabula Harbor have the outfit of the schooner Nevada for sale, cheap. Any parties wanting such an outfit would do well to come and examine, or write for particulars.

## NOTICE.

Having made arrangements with the M. L. S. & W. R. R. Co., also with the Wisconsin Central R. R. Co. We shall keep the Tugs Pacific and Cyclone at Ashland, during the season to handle vessels around their respective docks.

TRUMAN & COOPER, Manitowoc, Wis.

ON April 1st, I will open a new meat market at 35 Bridge St., Ashtabula Harbor, opposite Harrisons milk depot, where I can be found at all times, with a choice line of fresh and salt meats, and would be pleased to see all my old marine friends.

BERT WILLIAMS.
Formerly of Burrill & Williams.

## WANTED.

A captain to sail a passenger steamboat on one of the most popular routes on Lake Michigan. Prefer a man that would take one-fourth interest.
Address GEO. ROBERTSON,
Box 340, Grand Haven, Mich.

MR. J. HUGHS, who has conducted a meat market at 643 Detroit street Cleveland, Ohio for many years, and who has always had a good vessel trade, will open a branch market at Fairport this season with a full line of the best quality of meats, fresh and salt, ham, bacon, lard, sausage etc. Steamboats and vessels supplied promptly at lowest prices. A capable and obliging man will have charge.

G. F. Sheldon & Son, Ashtabula Harbor, are getting their meat market at their old stand, ready for the coming season. Vessel men will find the choicest meats at fair prices, and will receive good treatment.

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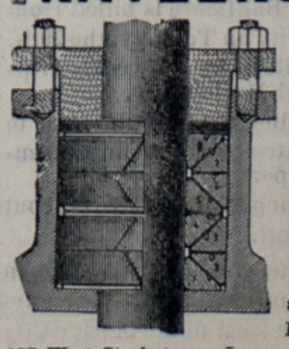
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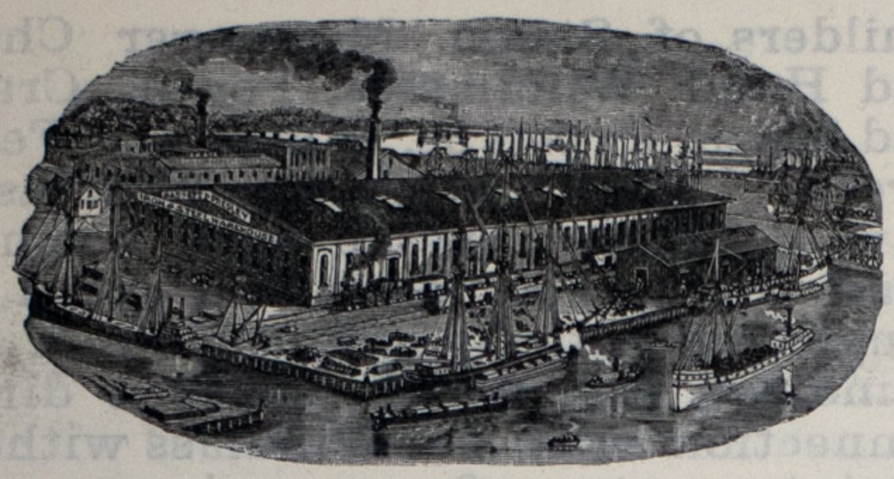

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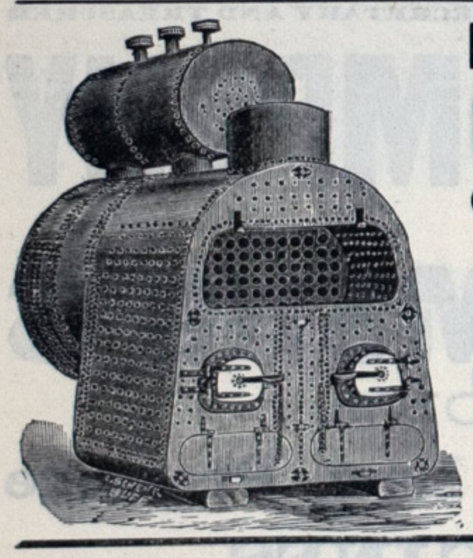

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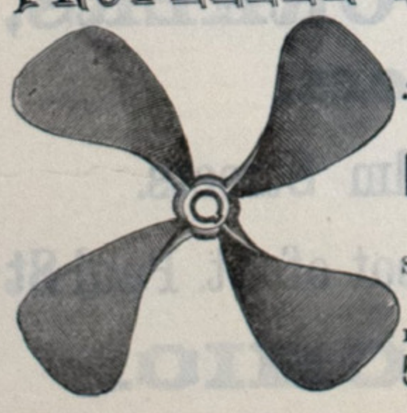

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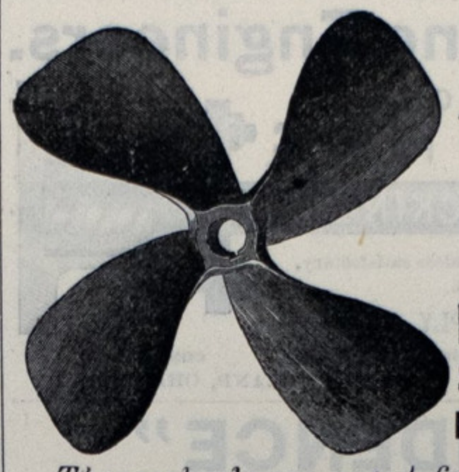

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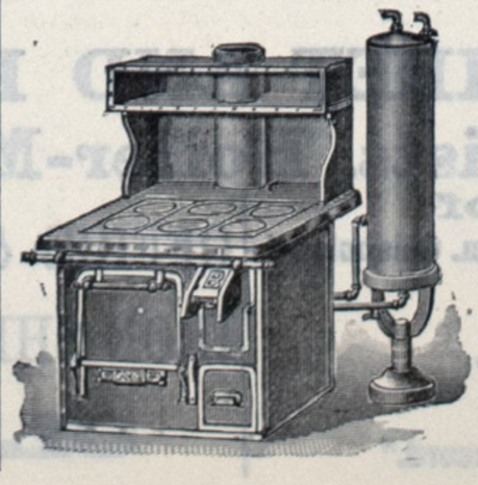

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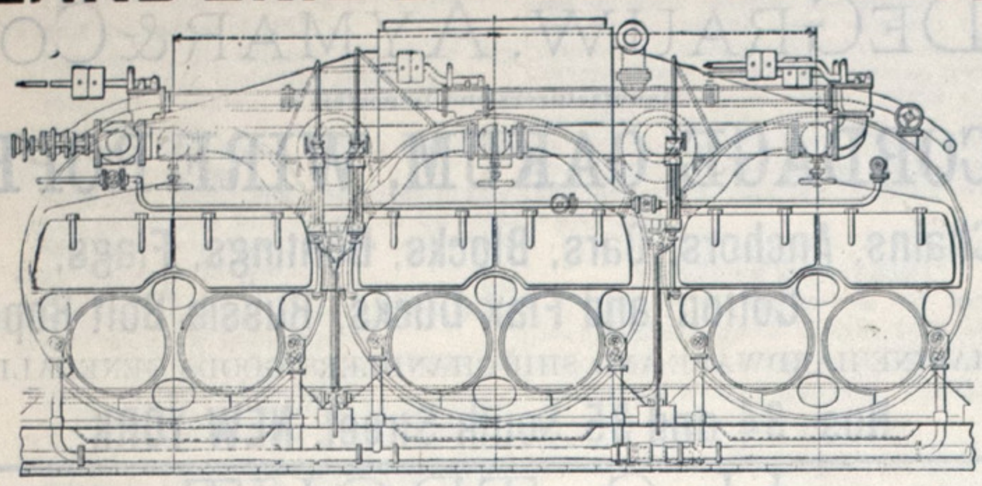

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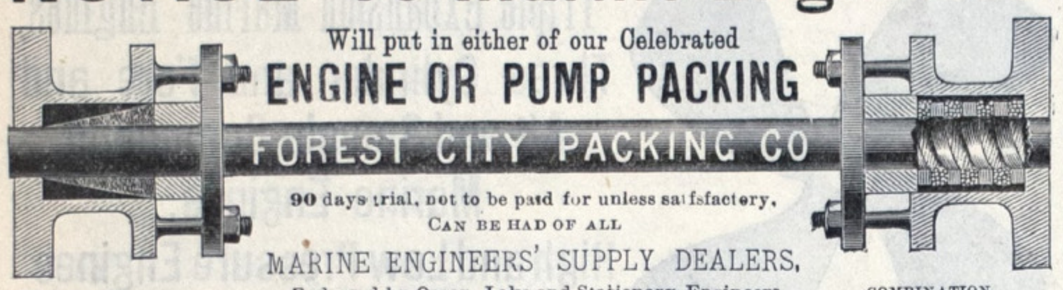
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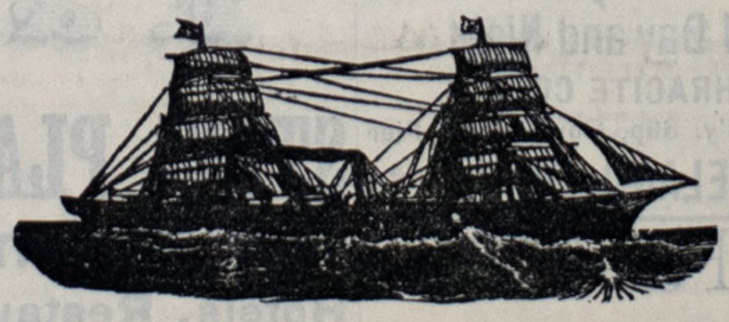

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